

Entered by Board Secretary

## Monthly Transport Indicators – December 2022

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Receive this report.

### Te whakarāpopototanga matua / Executive summary

1. The 2021/22 Monthly Indicators Report for December 2022 shows performance against the Statement of Intent (SOI) measures and other indicators.
2. This report shows that, although the impacts of COVID-19 on key indicators are still noticeable, we are seeing a steady improvement in line with adjusted targets on many of the measures. Also, the 12-month rolling averages now do not include the 2021 COVID-19 pandemic lockdown period which further contributes to the recovery of some measures.
3. In December 2022, monthly Public Transport (PT) boardings were 4.6 million, exceeding the monthly trajectory to meet the yearly SOI target monthly trajectory of 4.4 million by 0.2 million boardings. For the 12 months to the end of December 2022, there were 57.4 million boardings on the PT network, exceeding the trajectory to meet the SOI target by 7.9 per cent. However, we anticipate the upcoming KiwiRail track maintenance work on the rail network will have an impact on these measures going forward.
4. Deaths and Serious Injuries (DSI) targets are for the calendar year of 2022 rather than the FY 22/23. Although DSI data is still provisional it is clear that DSI targets for local roads, all Auckland roads and for vulnerable road users have not been met. The increase in DSI can be attributed to an increase in high-risk behaviours. This includes increases in loss of control / head-on type crashes, crossing / turning type crashes and rear-end / obstruction type crashes particularly on local roads. There has also been an increase seen in inappropriate speeds and pedestrian DSI.
5. As of end of December 2022, 38.5 per cent of AT's contracted buses (523 of 1359 buses) have been equipped with and are playing bi-lingual audio announcements on the PT network. The SOI target is to have 80% of the bus fleet playing bi-lingual announcements by the end of June 2023.
6. As of December 2022, AT has 75 low emission buses in the Auckland bus fleet. Therefore, the SOI target for the FY 22/23 of 75 low emission buses has already been met.

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7. As of this month, 15 measures are on track to exceed or meet the target, 10 are not on track to meet the target and six are yet to be reported on.

## Ngā tuhinga ō mua / Previous deliberations

8. There are no previous deliberations.

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

9. The attached Monthly Indicators Report provides an overview of Auckland Transport's (AT's) performance against its SOI performance measures for December 2022. This report also provides supplementary information on the wider Auckland context as well as AT's PT, road operations and maintenance, and customer response activities.
10. This covering report highlights key trends and significant shifts in the monthly reporting statistics and provides a summary of performance against the SOI measures.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Safety

11. So far in FY 22/23, three high-risk intersections and sections of road have been addressed by AT's safety programme. These include Swanson Road, Hill Road/Claude Road and Makora Road/Triangle Road Intersection. A further four are currently in construction.
12. Deaths and Serious Injuries (DSI) targets are for the calendar year of 2022 rather than the FY 22/23 so this report covers the final performance against the targets. Please note that these numbers remain provisional until the end of March 2023.
13. For the 2022 calendar year, deaths and serious injuries on *local roads* totalled 550. This is 16.3% worse than the end of year target of 473 DSI. Local road deaths have decreased by 16.0% (from 50 last year to 42 this year). Local road serious injuries increased by 9.2% in the past year (from 465 last year to 508 this year).
14. For the 2022 calendar year, deaths and serious injuries on *all Auckland roads* (including local roads and highways) totalled 648. This is 20.7% worse than the end of year target of 537 DSI. All road deaths have decreased by 8.5% (from 59 last year to 54 this year). All Auckland road serious injuries increased by 11.9% in the past year (from 531 last year to 594 this year).
15. For the 2022 calendar year, deaths and serious injuries of *vulnerable road users* totalled 285. This is 18.8% worse than the end of year target of 240 DSI. Deaths of vulnerable road users have increased by 35.3% (from 17 last year to 23 this year). Vulnerable road users serious injuries increased by 6.5% in the past year (from 246 last year to 262 this year).

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16. This increase is attributed to an increase in high-risk behaviours. This includes increases in loss of control / head-on type crashes, crossing / turning type crashes and rear-end / obstruction type crashes particularly on local roads. There has also been an increase seen in inappropriate speeds and pedestrian DSI.

**PT**

17. There was a total of 57.4 million PT boardings for the 12 months to the end of December 2022, an increase of 13.8 per cent or 6.9 million boardings in the 12 months to December 2021. This is 7.9 per cent above the trajectory for the SOI target of 53.2 million. Monthly boardings for December 2022 were 4.6 million, an increase of 58.1 per cent on December 2021. This is 4.6 per cent or 0.2 million boardings above the trajectory to the target.

18. Boardings remain affected by the changes arising from COVID-19, likely due to city centre, university student and office worker boardings being impacted by increased working from home and concerns about hygiene on PT. We are seeing a recovery on the PT network, likely due to the decrease in concerns about COVID-19, more work from the office and the 50% fares reduction funded by Central Government.

- Rail boardings totalled 10.3 million for the 12 months to December 2022, an increase of 17.1 per cent, or 1.5 million boardings, on the 12 months to the end of December 2021.
- Bus boardings totalled 43.2 million for the 12 months to December 2022, an increase of 12.8 per cent, or 4.9 million boardings, on the end of 12 months to December 2021.
- Ferry boardings totalled 3.8 million for the 12 months to December 2022, an increase of 16.5 per cent, or 0.5 million boardings, on the 12 months to the end of December 2021.

19. Year to date PT punctuality was 96.3 per cent, meaning it is on track to meet the SOI target of 96.0 per cent. PT Punctuality measures whether a PT service has arrived at its first stop on time. Therefore, cancelled services are not included in the measure.

20. The total PT farebox recovery ratio was 15.5 per cent in December 2022, not meeting the target range of 30.0 to 34.0 per cent. Reduced patronage due to COVID-19, compounded by ongoing COVID-19 restrictions, and subsequent KiwiRail works have significantly impacted the performance against this indicator.

21. We anticipate the upcoming KiwiRail track maintenance work on the rail network will have an impact on some of these measures going forward.

**Cycling**

22. In December 2022, a further 1.4 km of cycleways were delivered, making the total for FY 22/23 4.34 km against a trajectory of 8.55km. The 1.4 km of cycleways were delivered under the 'pop-up protection' programme along Lambie Drive. This builds on the 2.94 km of cycleways were delivered under the 'pop-up protection' programme up to September 2022. Of this, 0.78 km were along Ian McKinnon Drive, 0.86 km were along Manukau Station Road and 1.3 km were along Clark Street. The 2021 SOI included a target of 44.1 km over the three-year period 2021-2024.

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13.9 km of cycling facilities were added or upgraded on the Cycle & Micro-mobility Strategic Network in FY 21/22. The target for FY 22/23 is 17.1 km (3.1 km new + 14 km upgrades).

23. Cycle counts totalled 2,888,481 for the 12 months to December 2022. This is 29.3 per cent lower than the trajectory to meet the target, and 23.3 per cent below December 2019. Cycle counts decreased 0.3 per cent on the 12 months to November 2022.

**Emissions and vehicle fleet statistics**

24. Estimated transport related greenhouse gas emissions for the 12 months to the end of November 2022 is an estimated 3.9 megatons of Co2 emissions which compares to 4.0 megatons for the 12 months to the end of December 2021. As a further comparator, the pre-COVID-19 pandemic figure for the 12 months to February 2020 was 4.2 megatons. We are currently working on getting this data monthly.

25. State Highway Vehicle Kilometres Travelled (VKT) figures are included as a proxy for all of Auckland VKT. Estimated figures for December 2022 were 358.4 million which compares to an average of 400 million per month for the 2020 calendar year.

26. In December 2022, 17.8 per cent of vehicles imported were Electric Vehicles or Plug-in Hybrid Electric Vehicles and a further 25.2 per cent were Hybrid Vehicles.

**Best use of the transport network**

27. The rolling average AM peak arterial productivity was 30,159 for the 12 months to December 2022, therefore this measure is not on track to meet the SOI target of 33,000.

28. The average proportion of the freight network operating efficiently during the inter-peak was 89.0 per cent for the 12 months to December 2022, therefore this measure is on track to meet the SOI target of 90.0 per cent.

**Asset renewals and customer service**

29. For this financial year (FY) to date, 117.9 km, or 1.7 per cent, of local roads were resurfaced or rehabilitated. This FY, the SOI target is to resurface/rehabilitate 379.5 km, or 5.5 per cent of the local road network. In December 2022, 12.8 km of local roads were resurfaced or rehabilitated.

30. The percentage of customer service requests relating to roads and footpaths that receive a response within AT's specified times was 72.0 per cent in December 2022. The 12-month rolling average to December 2022 is 82.7 per cent, which is close to the SOI target of 85 per cent.

**Summary of performance against SOI Measures**

31. Table 1 provides a summary of performance against SOI targets.

**Table 1: Performance against SOI targets**

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Strategic Transport Priorities	Target exceeded	Target met	Target not met	Not reported	Total
Making Auckland's Transport System Safe by Eliminating Harm to People	-	1	3	-	4
Improving the Resilience and Sustainability of the Transport System and Significantly Reducing the Greenhouse Gas Emissions It Generates	1	-	-	3	4
Providing and Accelerating Better Travel Choices for Aucklanders	1	2	4	2	9
Better Connecting People, Places, Goods and Services	-	1	1	-	2
Supporting Māori wellbeing outcomes, expectations and aspirations under Te Tiriti o Waitangi	-	2	-	-	2
Our Operating Model is Adaptive, Financially Sustainable and Delivers Value	-	3	2	-	5
Providing Excellent Customer Experiences	3	1	-	-	4
Collaborating with Funders, Partners, Stakeholders and Communities	-	-	-	1	1
<b>Total</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>31</b>

## Ngā tūraru matua / Key risks and mitigations

32. There are no risks associated with accepting this report.

## Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

33. There are no financial or resource impacts associated with this report.

## Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

34. There are no environment or climate impacts associated with this report.

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## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

35. There are no impacts associated with this report.

## Ngā whaiwhakaaro haumarū me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

36. There are no health, safety or wellbeing impacts associated with this report.

## Ā muri ake nei / Next steps

37. The January 2022 Monthly Indicators Report, will be submitted to the board in March 2022.

## Te whakapiringa / Attachment

Attachment number	Description
1	Auckland Transport Monthly Indicators Report 2020/21 – December 2022

## Te pou whenua tuhinga / Document ownership

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